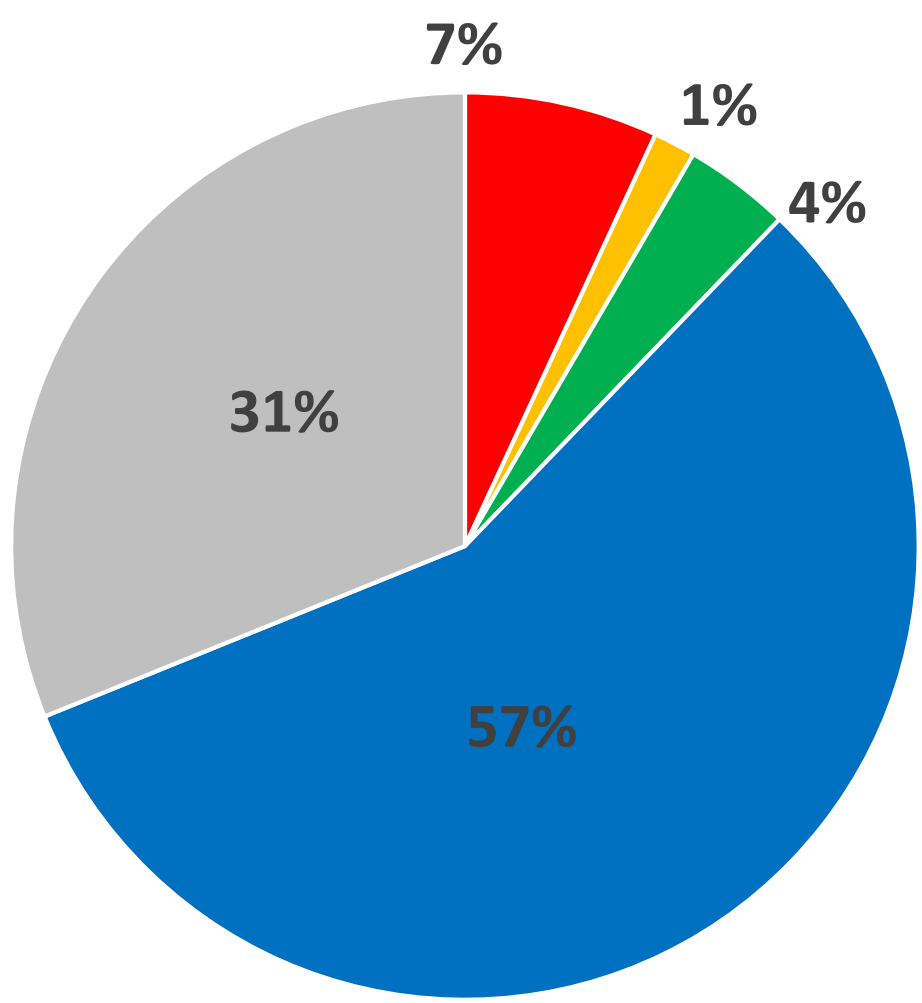
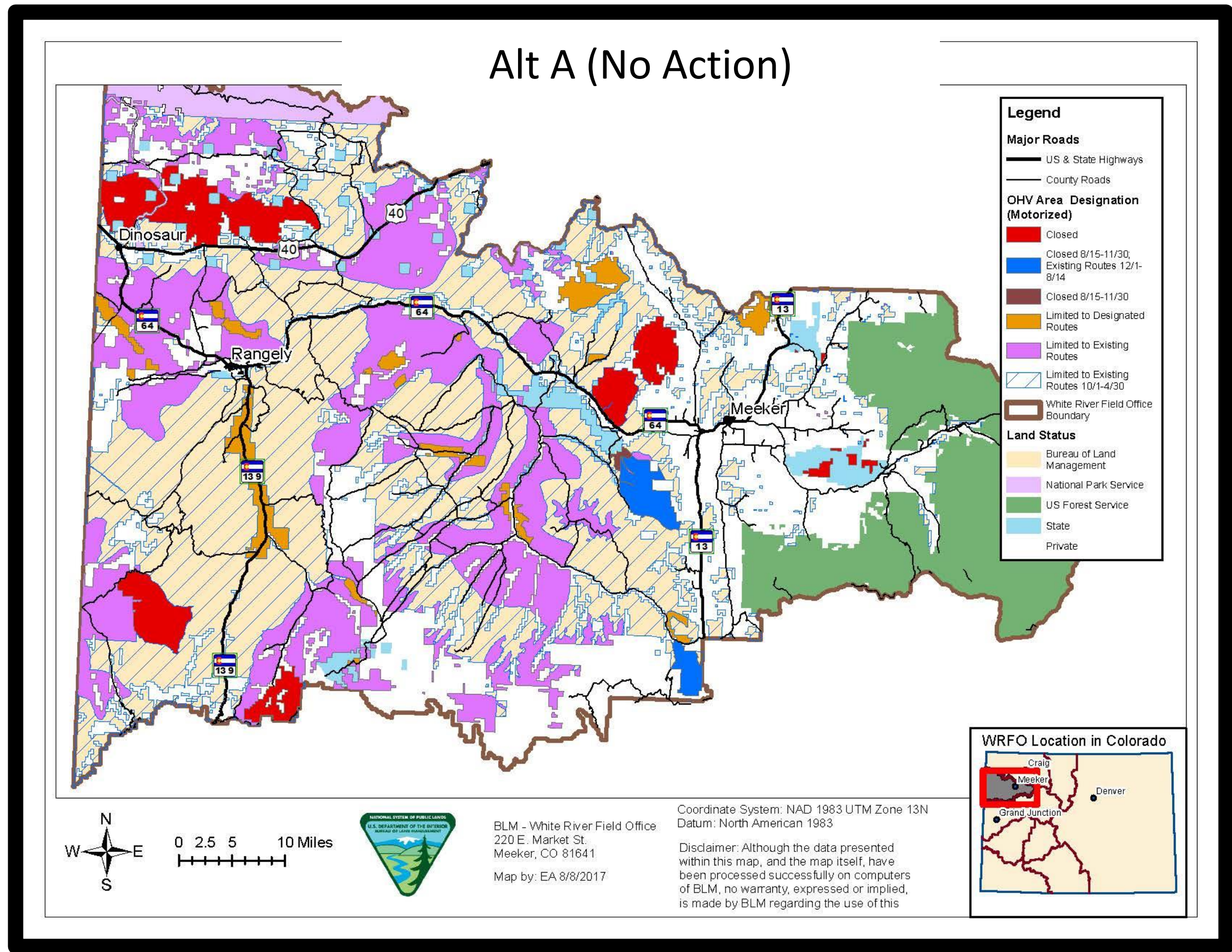
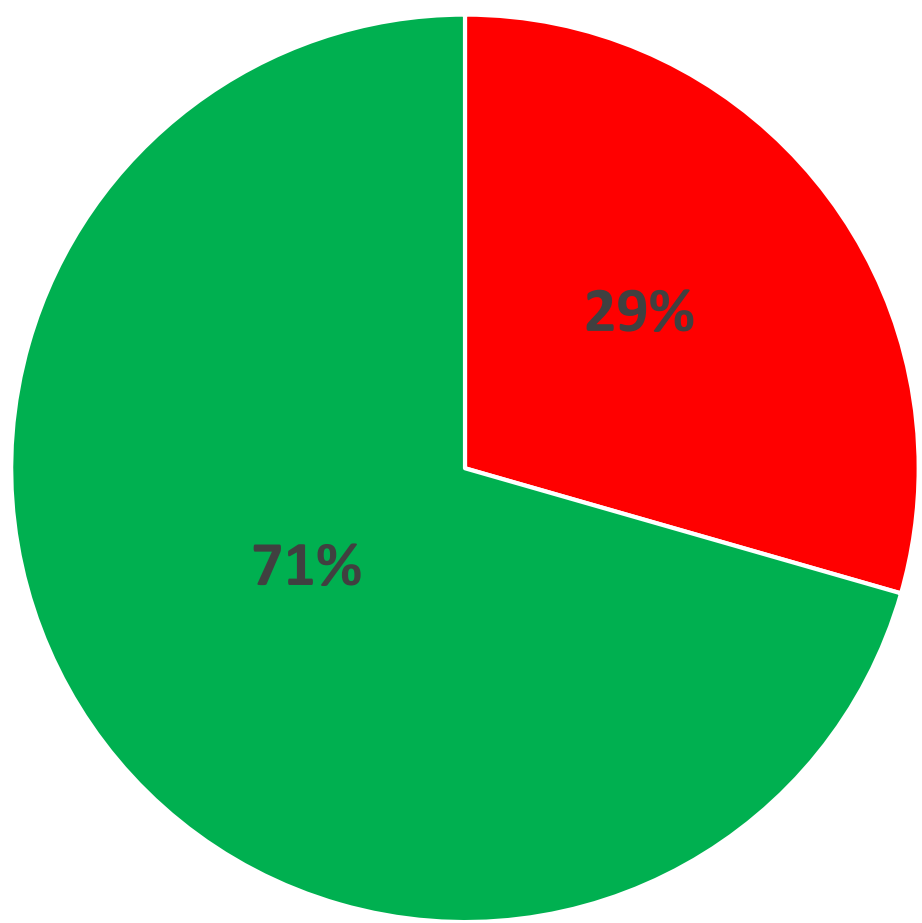


# OHV Area Designations (Motorized)



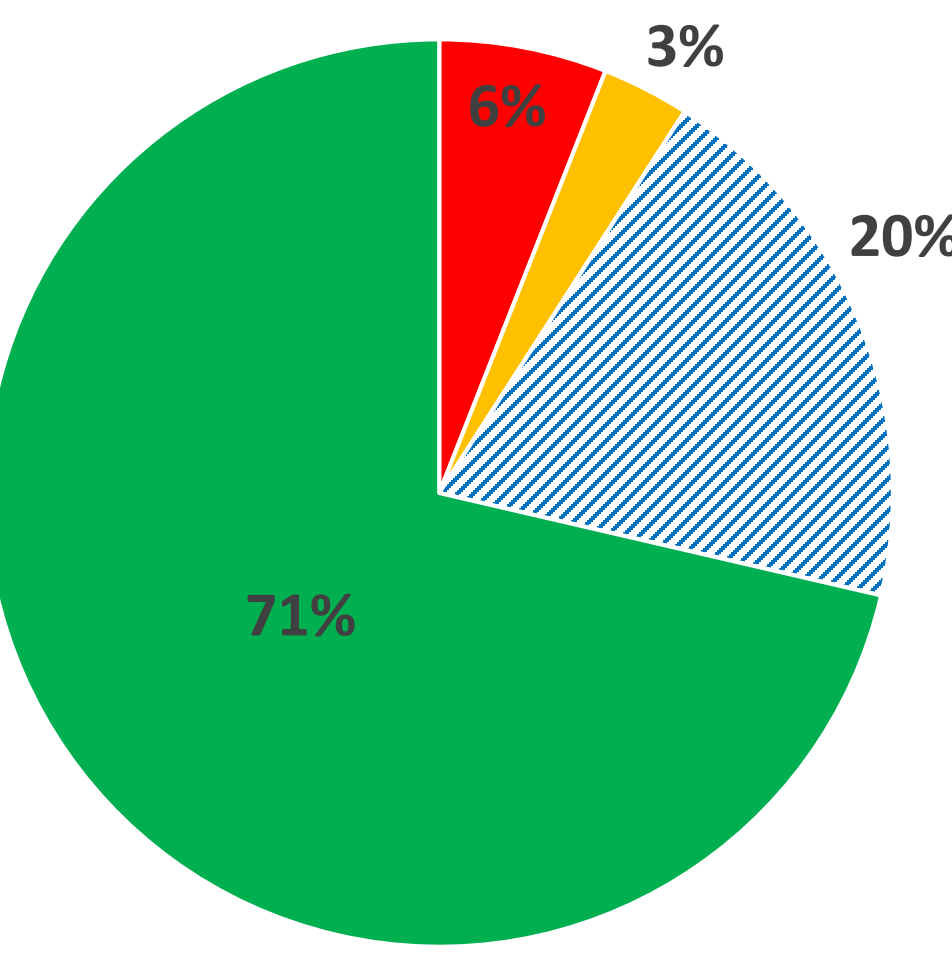
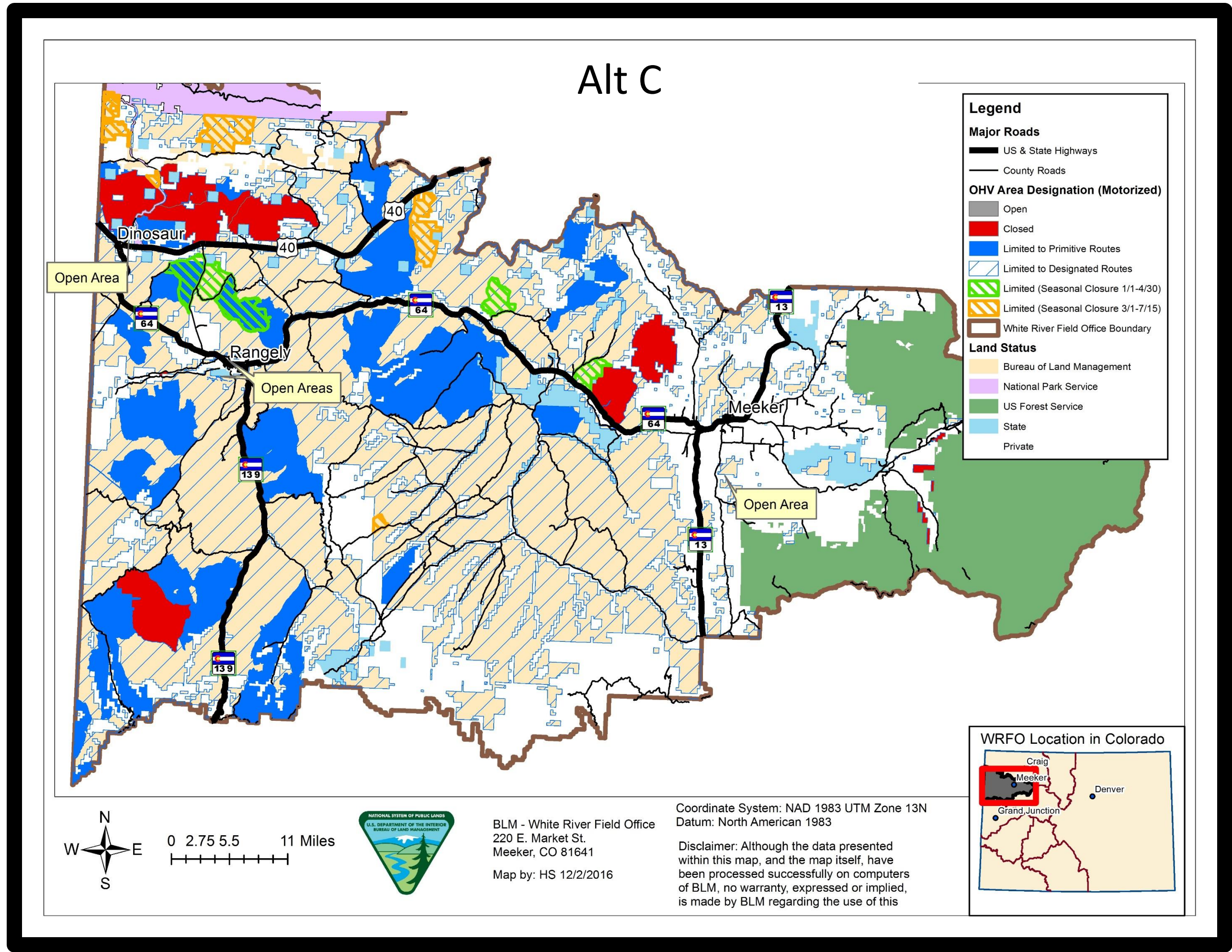
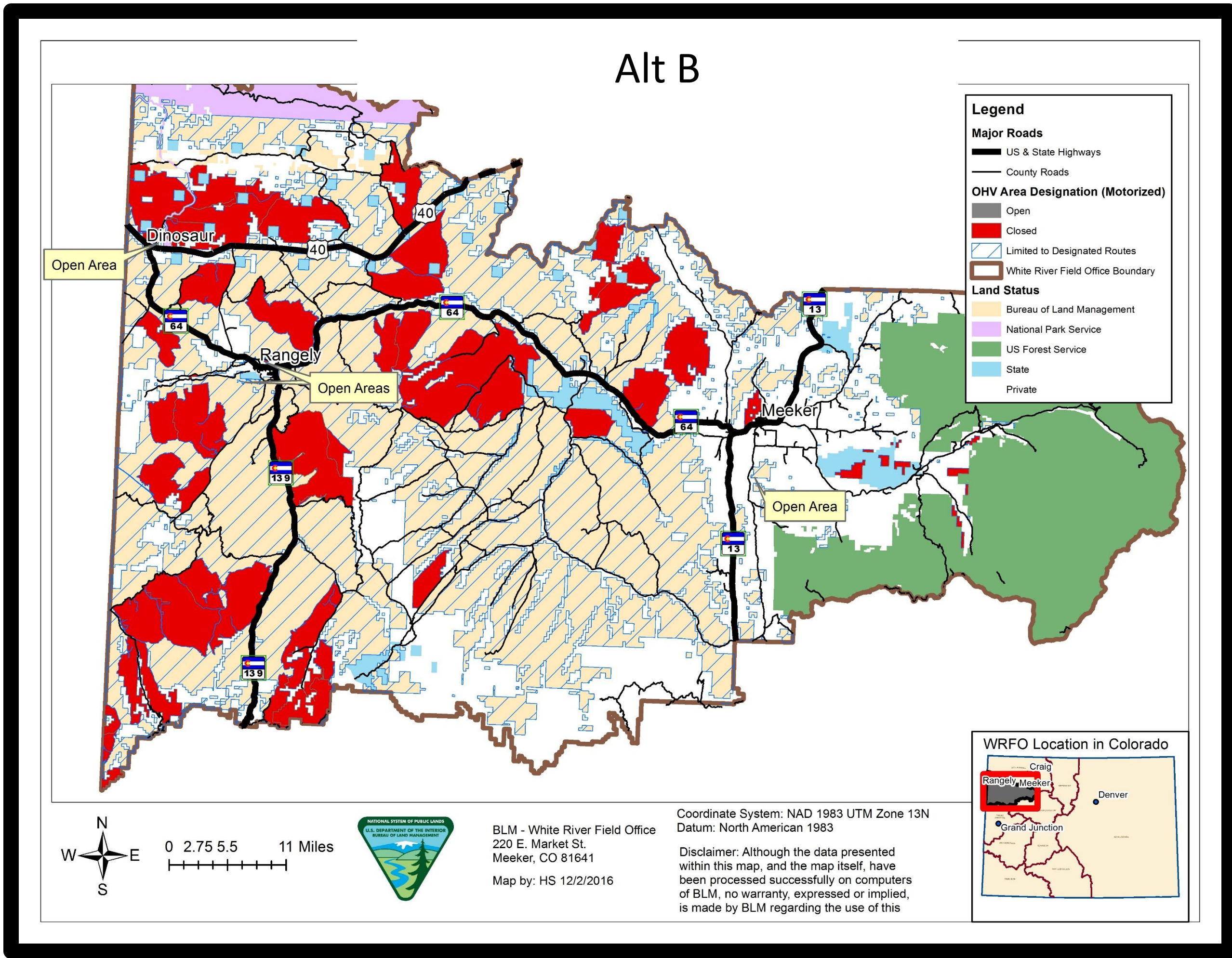
## Alt A (No Action)

Alt A Open Areas  
= None



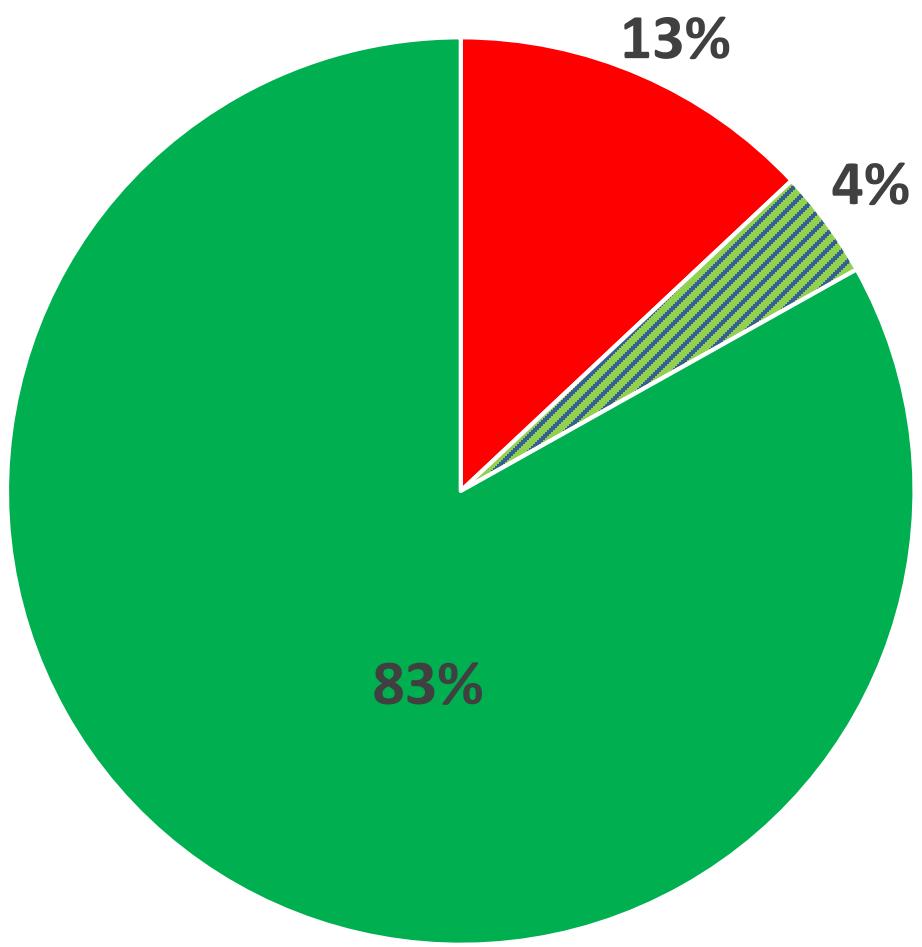
## Alt B

Alt B =  
4 Open Areas  
(118 acres)



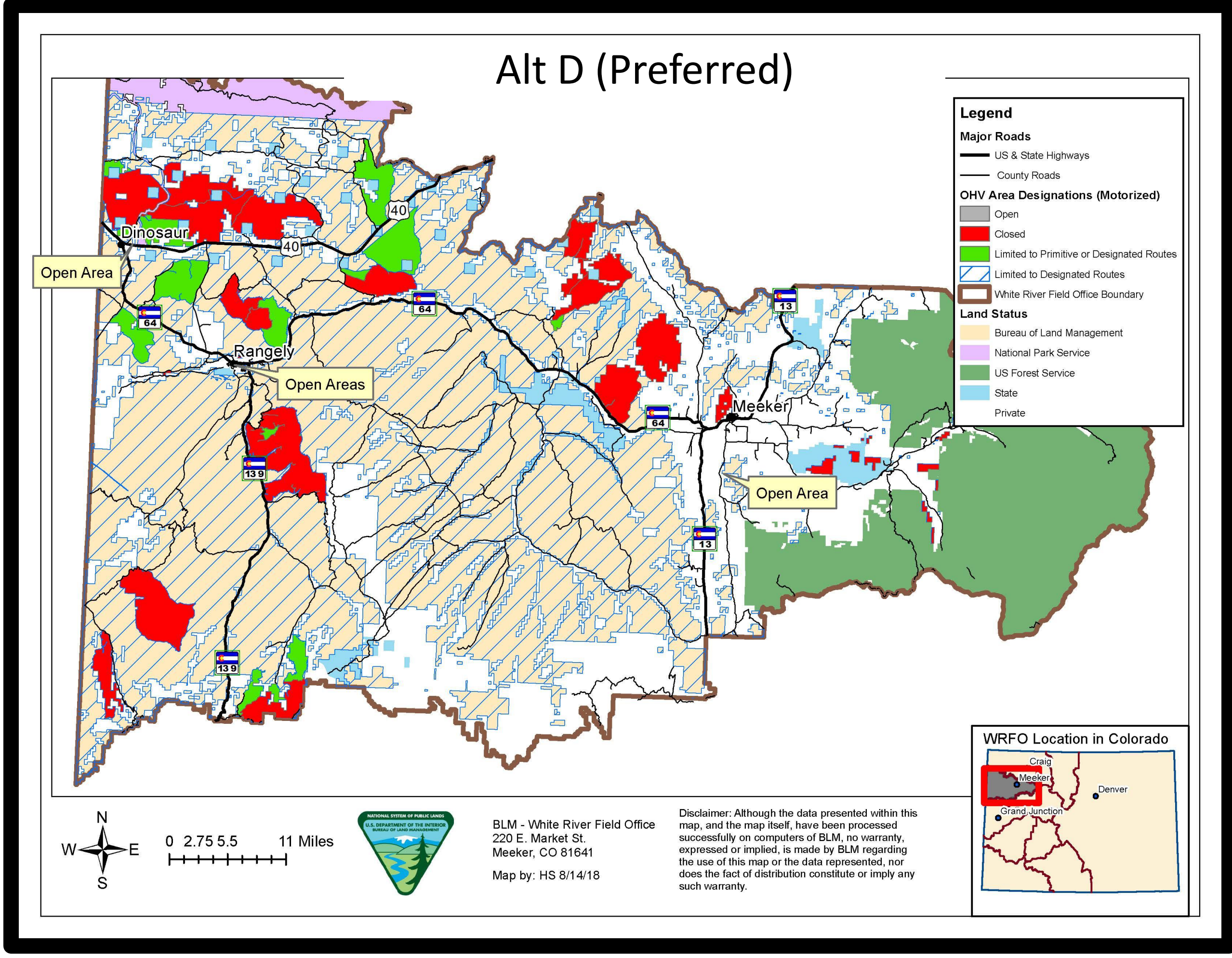
## Alt C

Alt C =  
4 Open Areas  
(289 acres)



## Alt D (Preferred)

Alt D =  
4 Open Areas  
(167 acres)

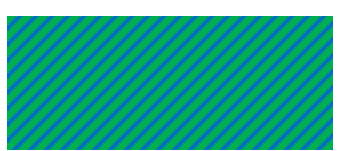
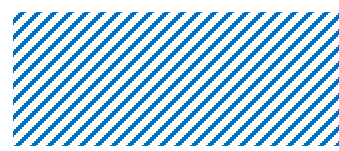


Limited to  
Existing  
Routes  
(Seasonally)

Limited to  
Existing  
Routes  
(Year-Round)

Closed

Seasonally  
Closed



Limited to  
Designated  
Routes

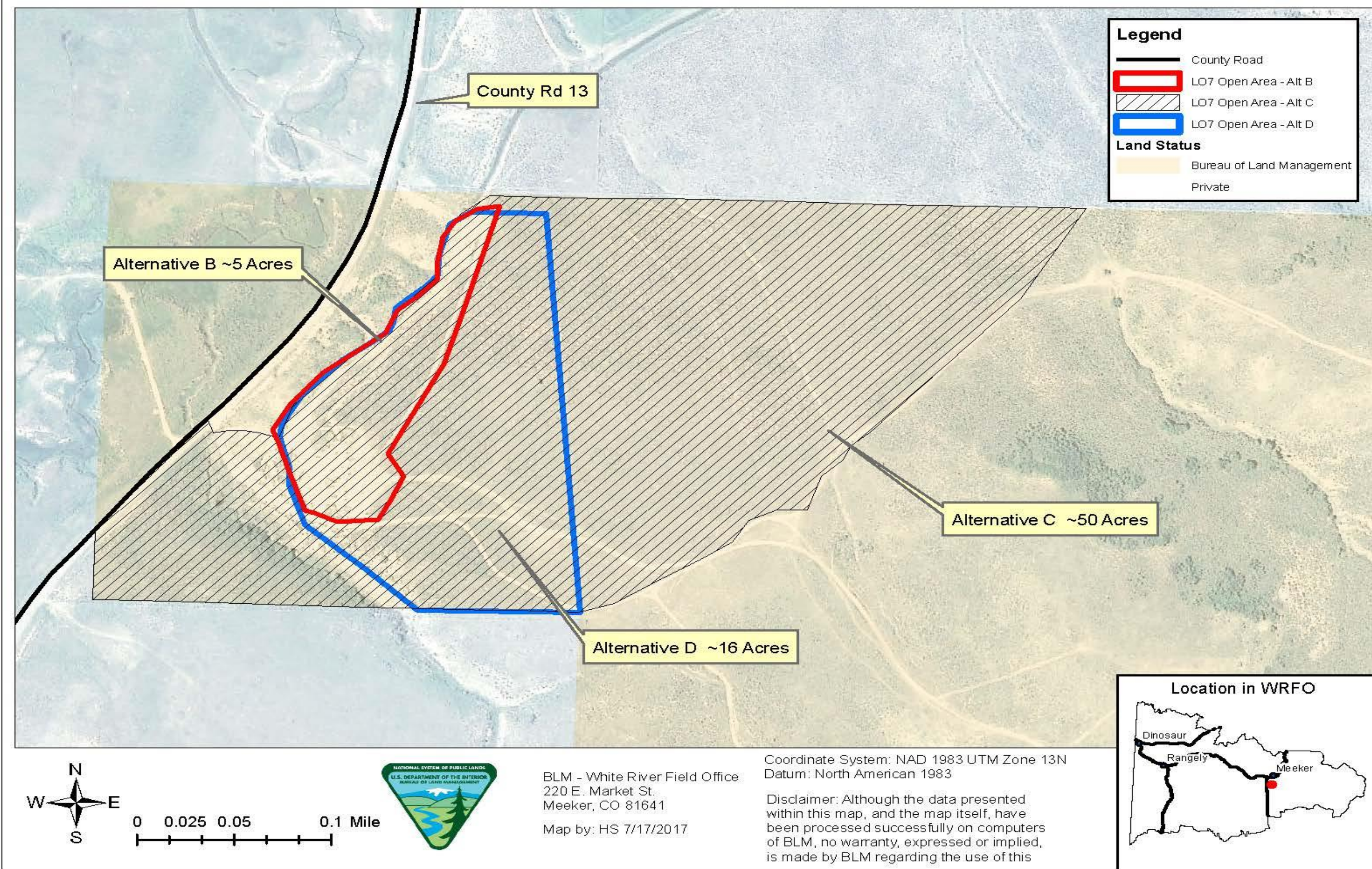
Limited to  
Primitive Routes

Limited to Primitive or  
Designated Routes

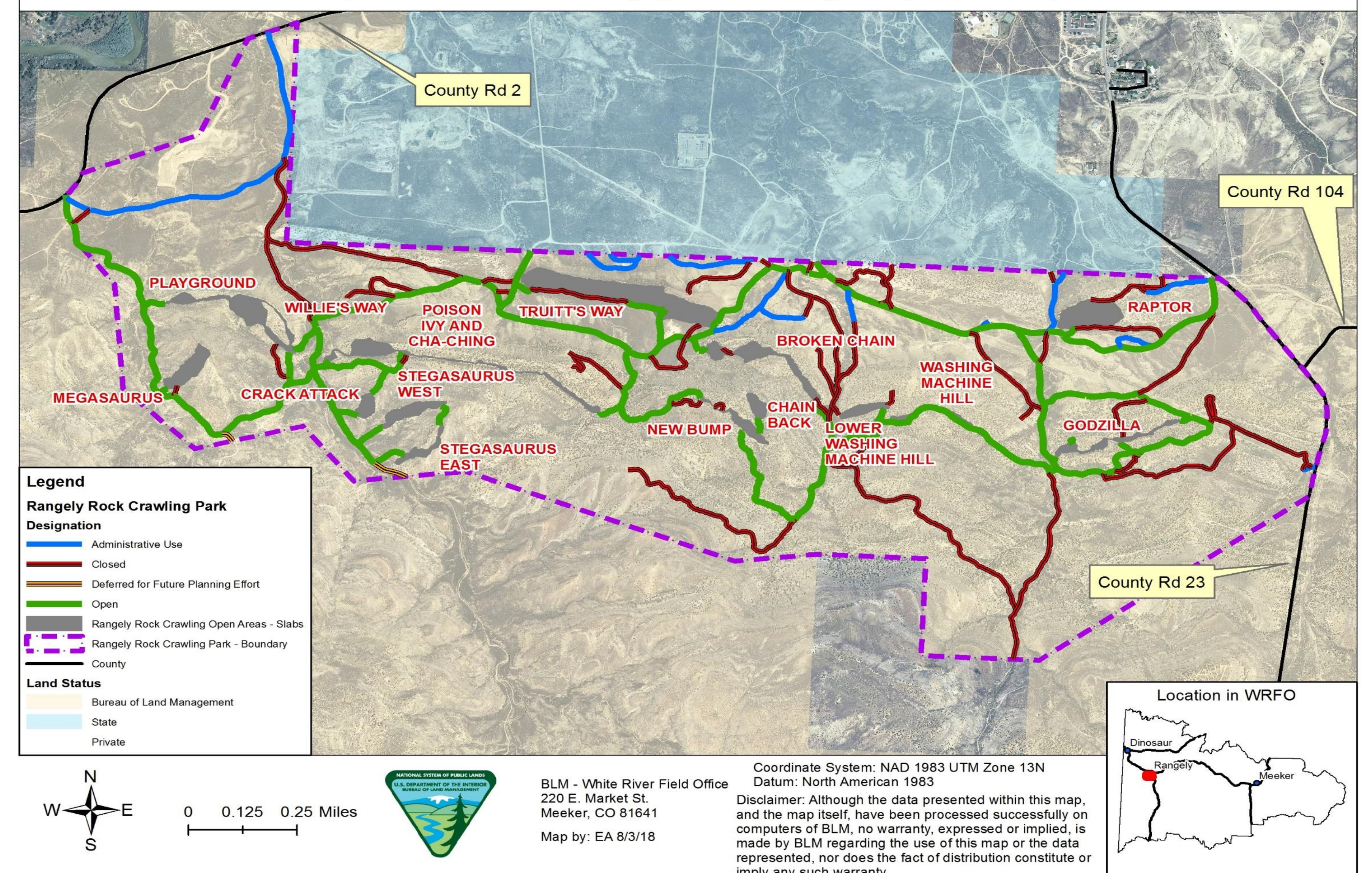


# Open Areas

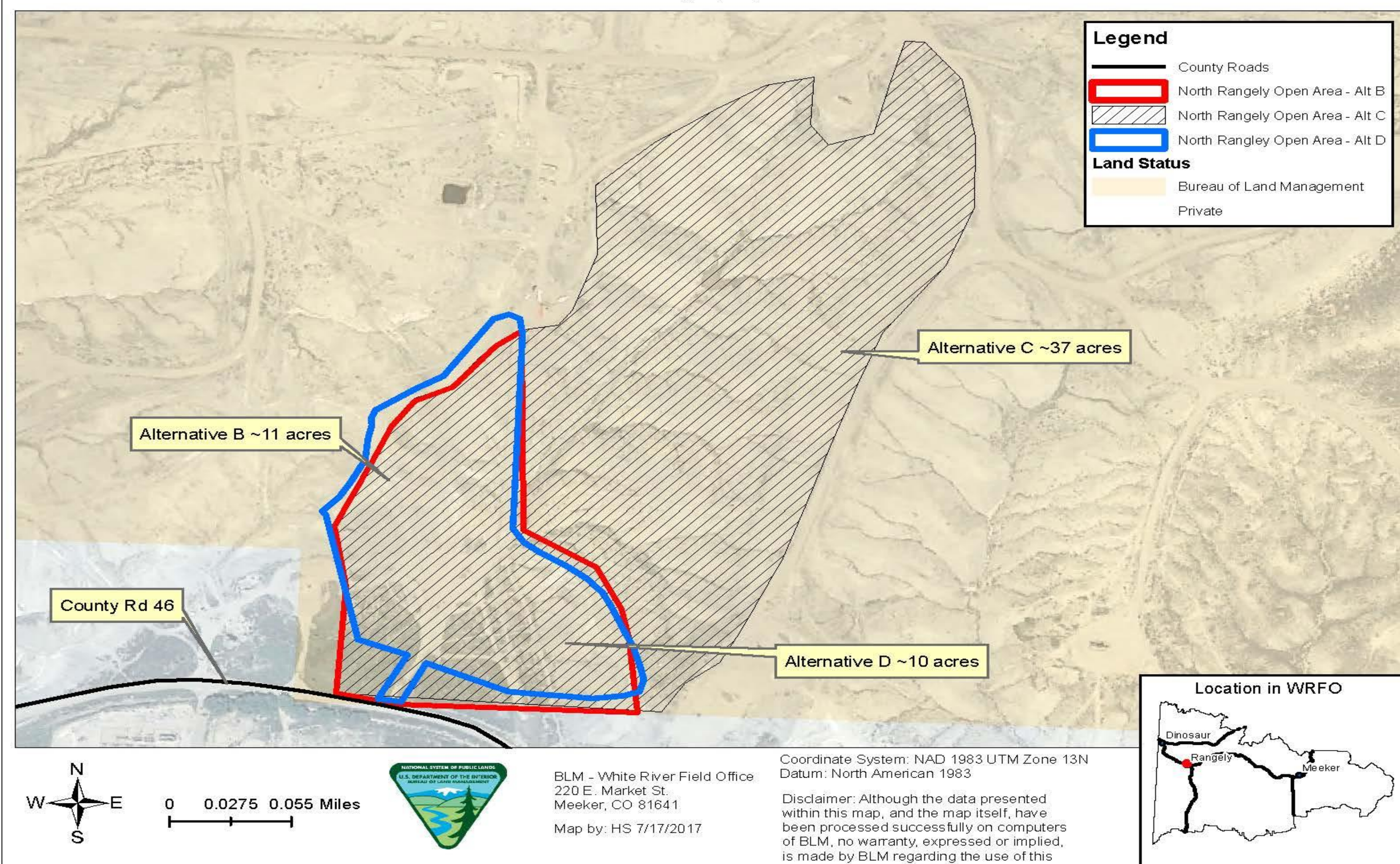
LO7 Open Area



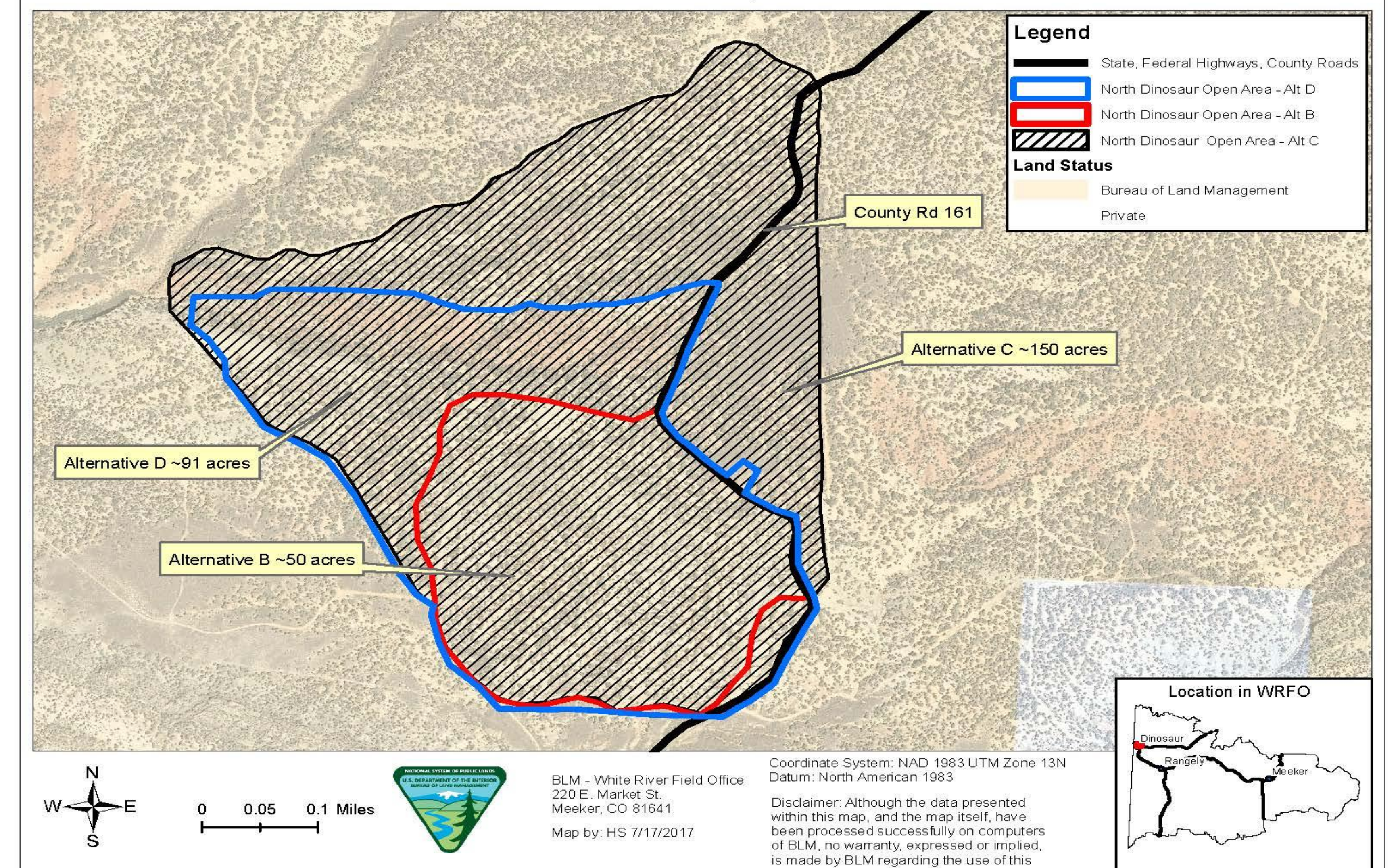
Implementation Plan for Rangely Rock Crawling Park (Alternative D)



North Rangely Open Area

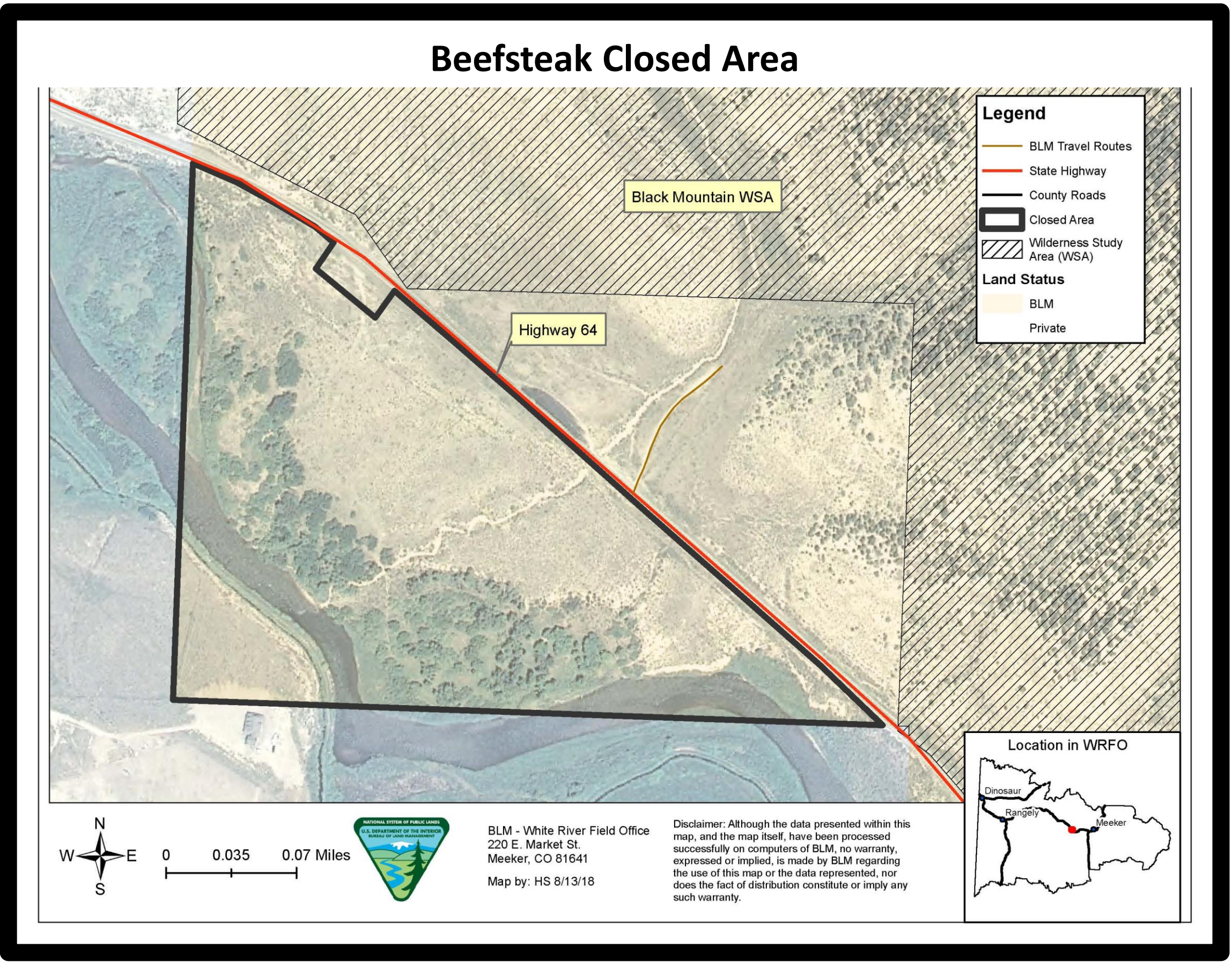
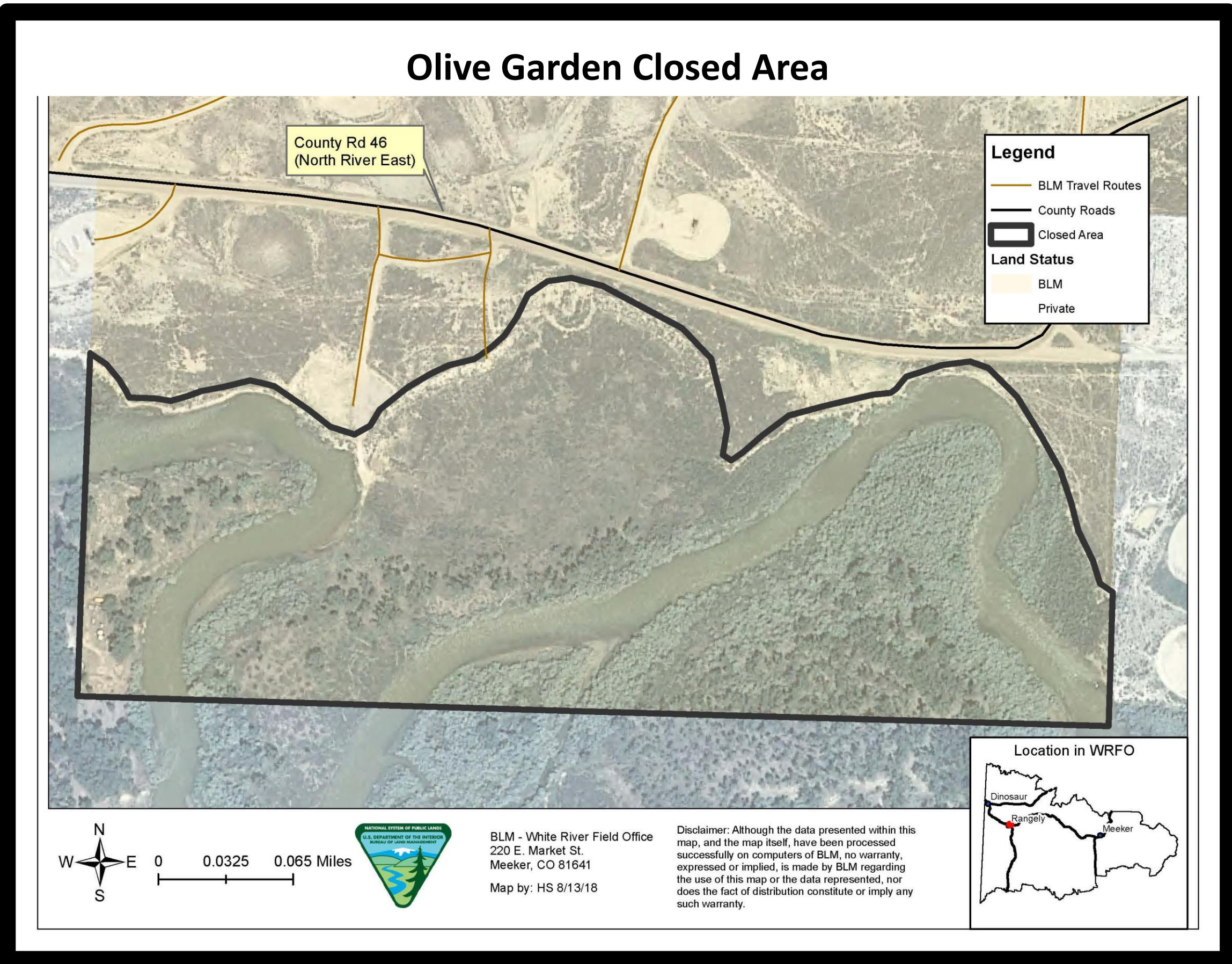
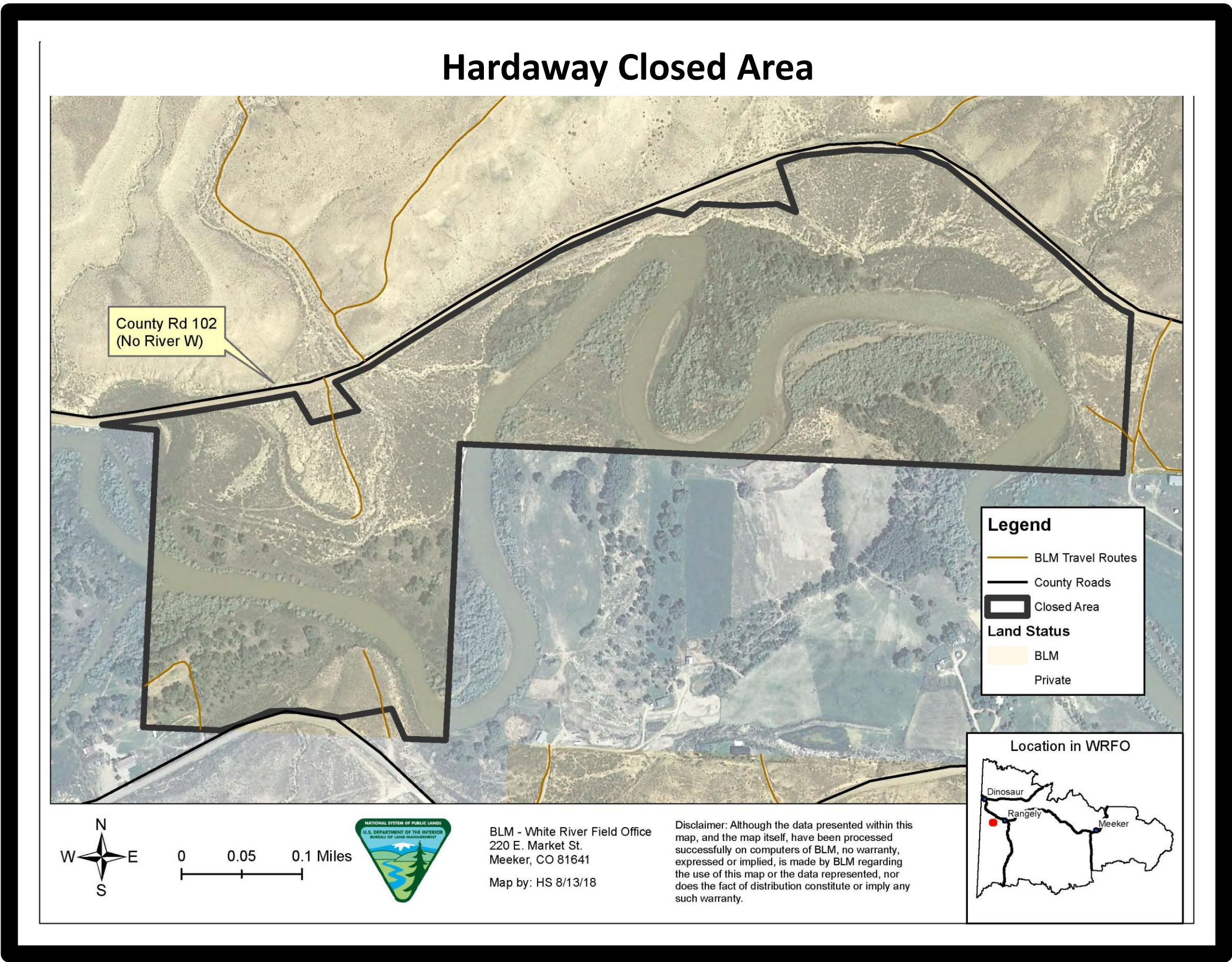
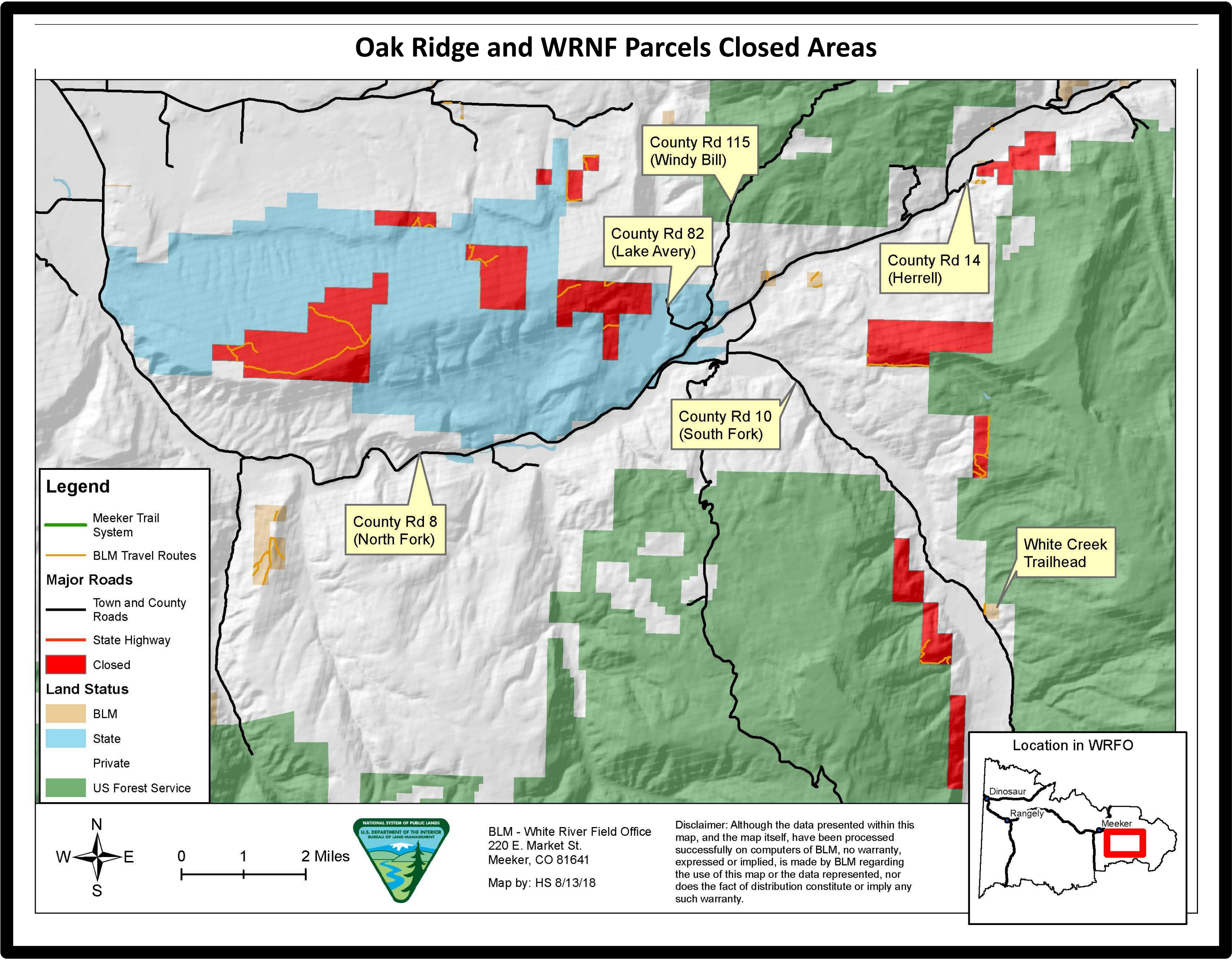
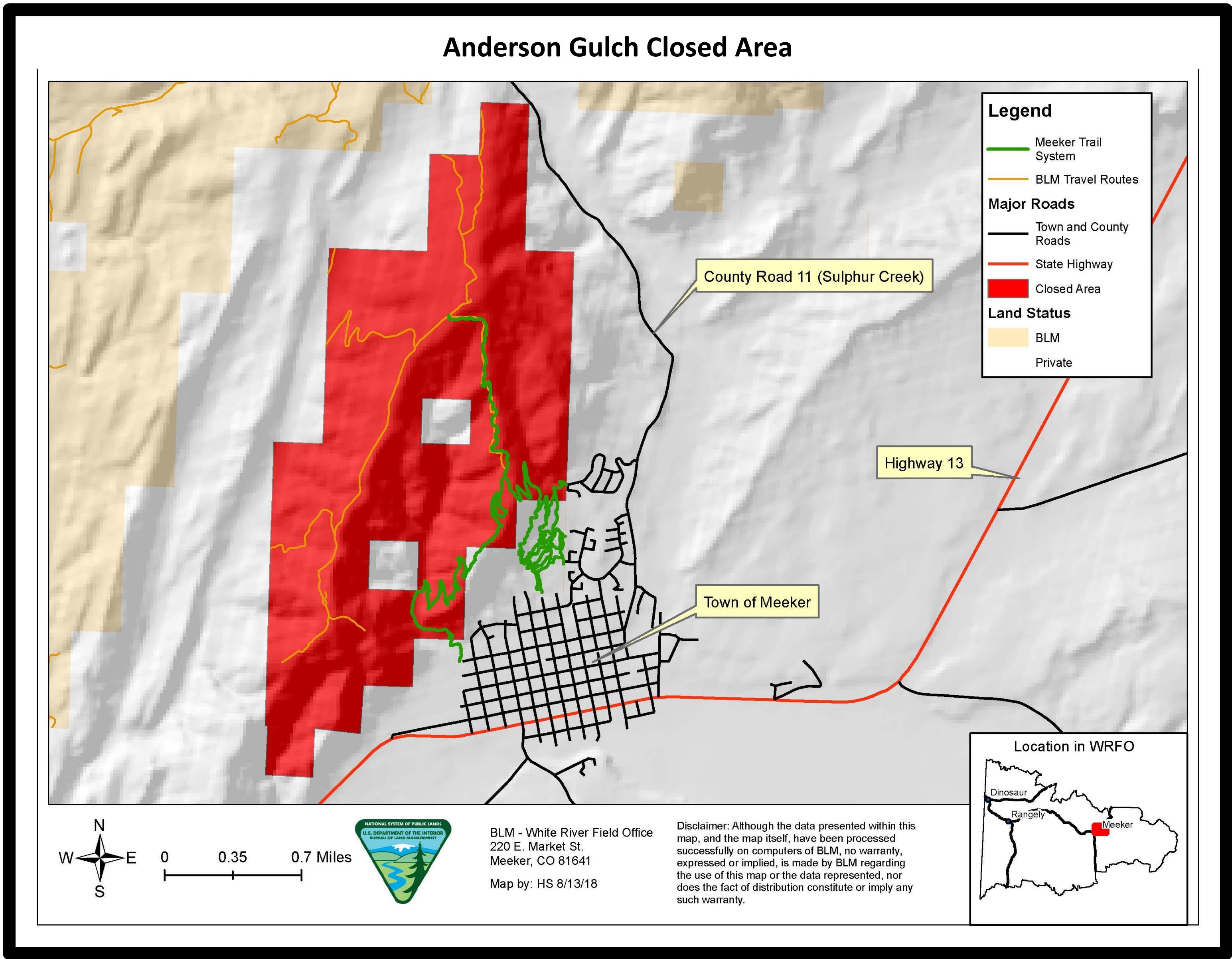


North Dinosaur Open Area



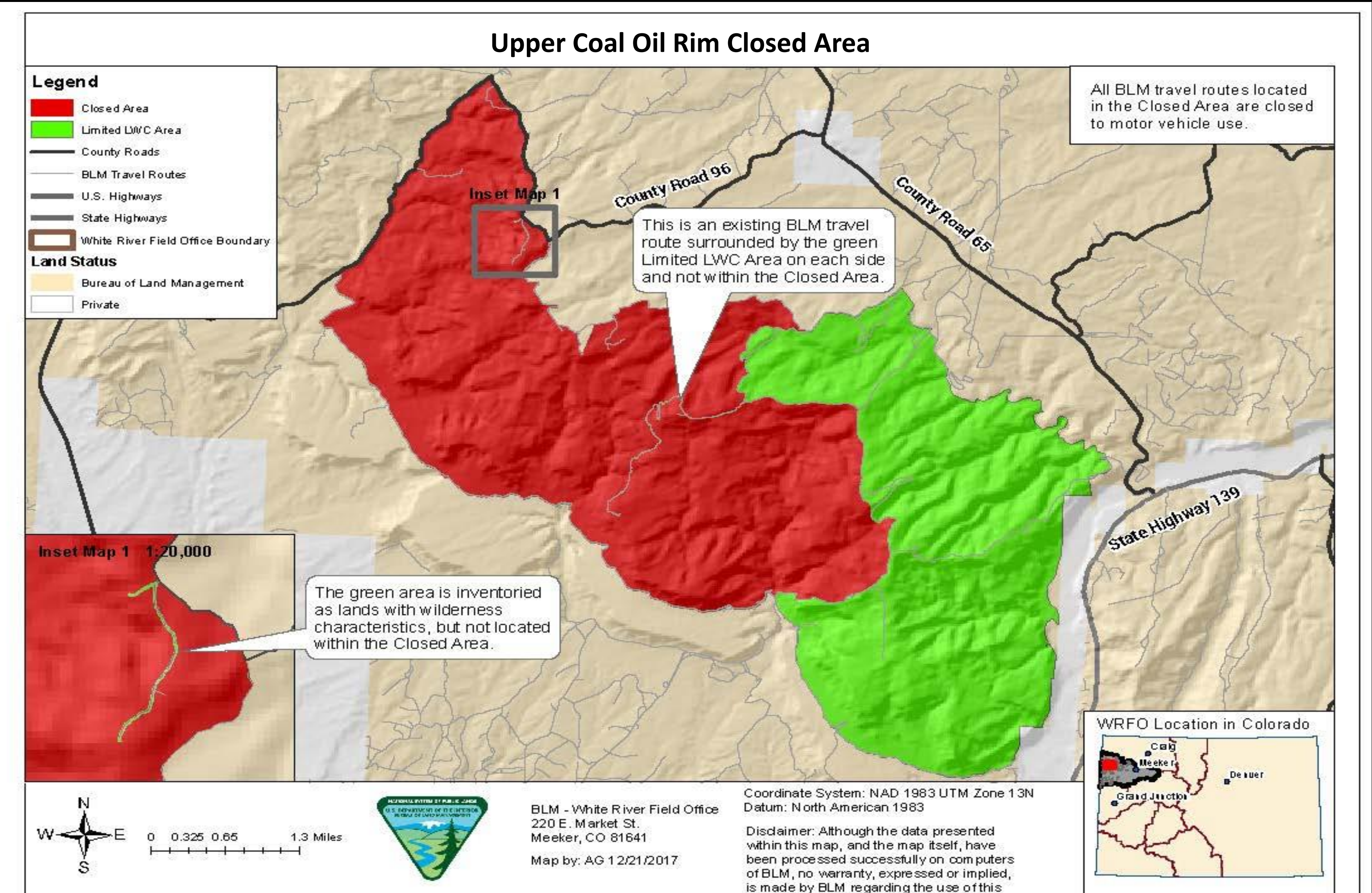
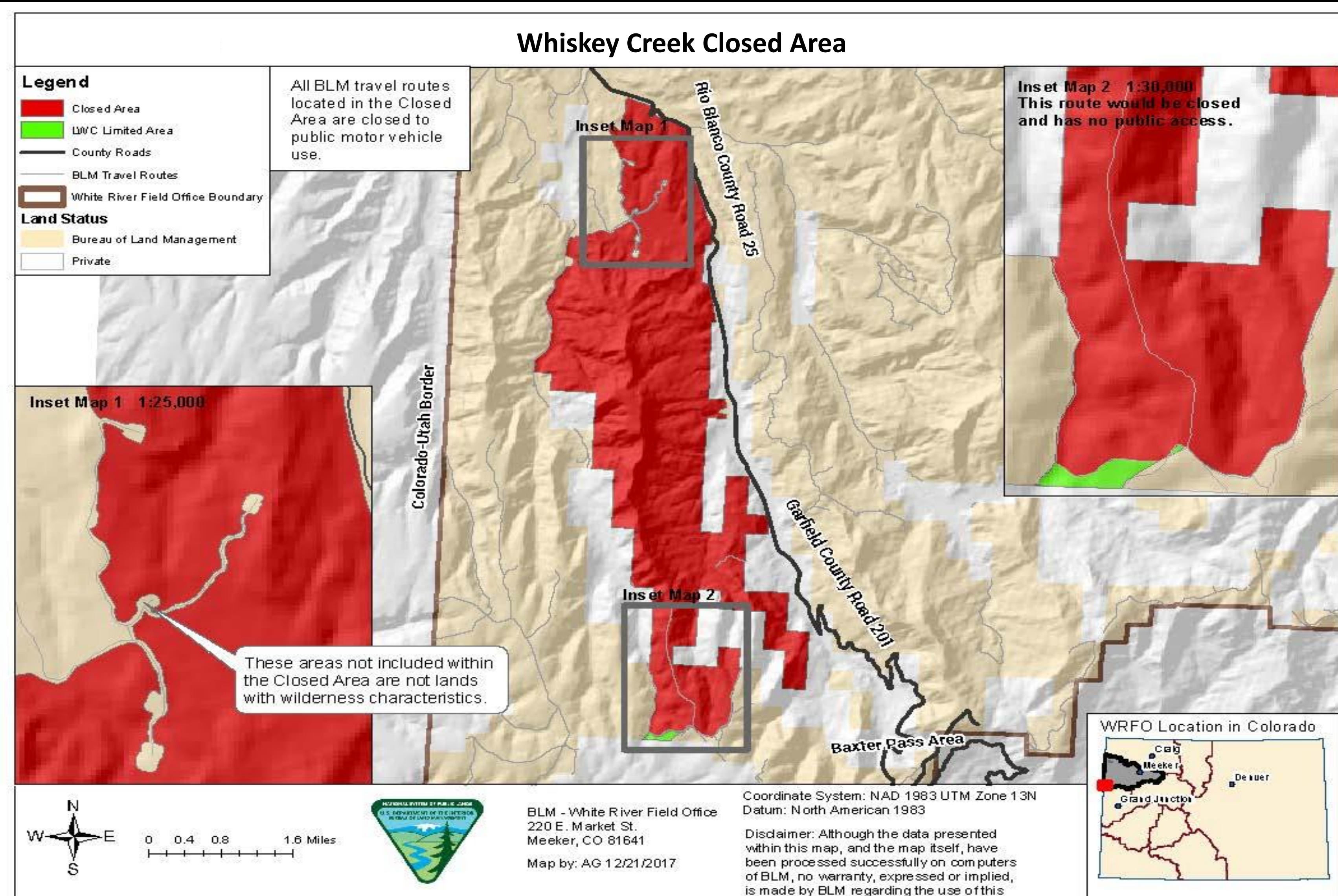
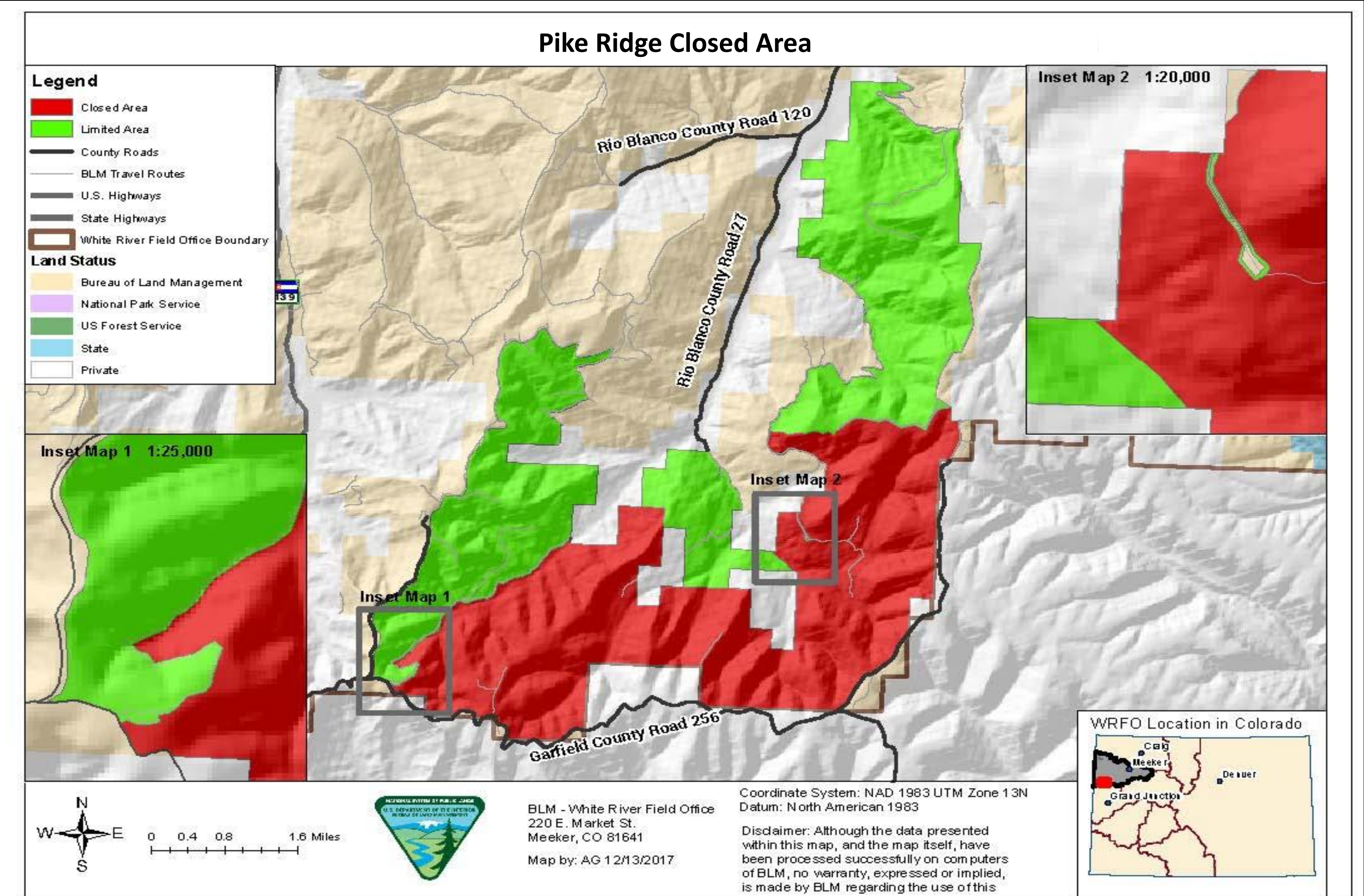
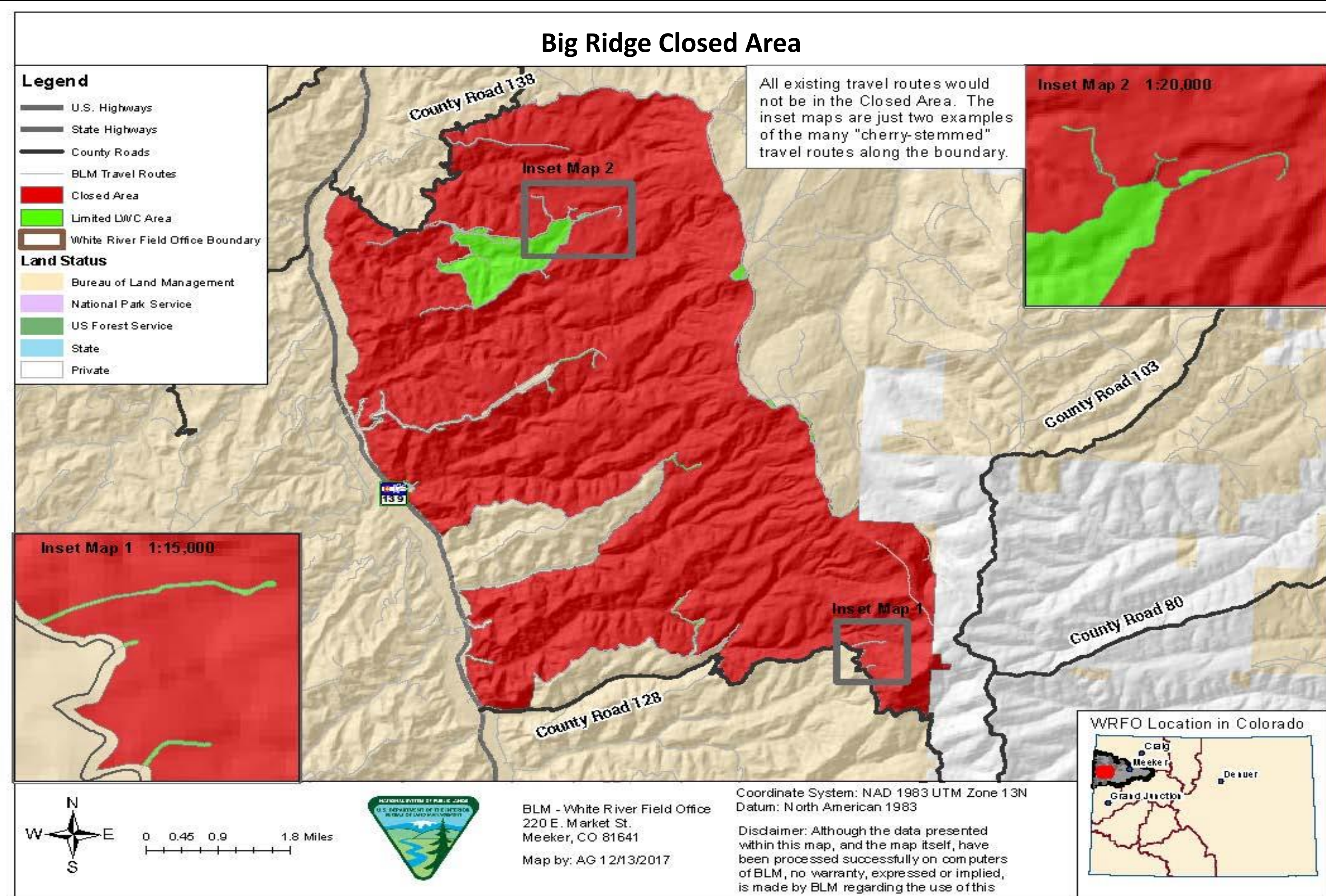


# Closed Areas- Alternative D



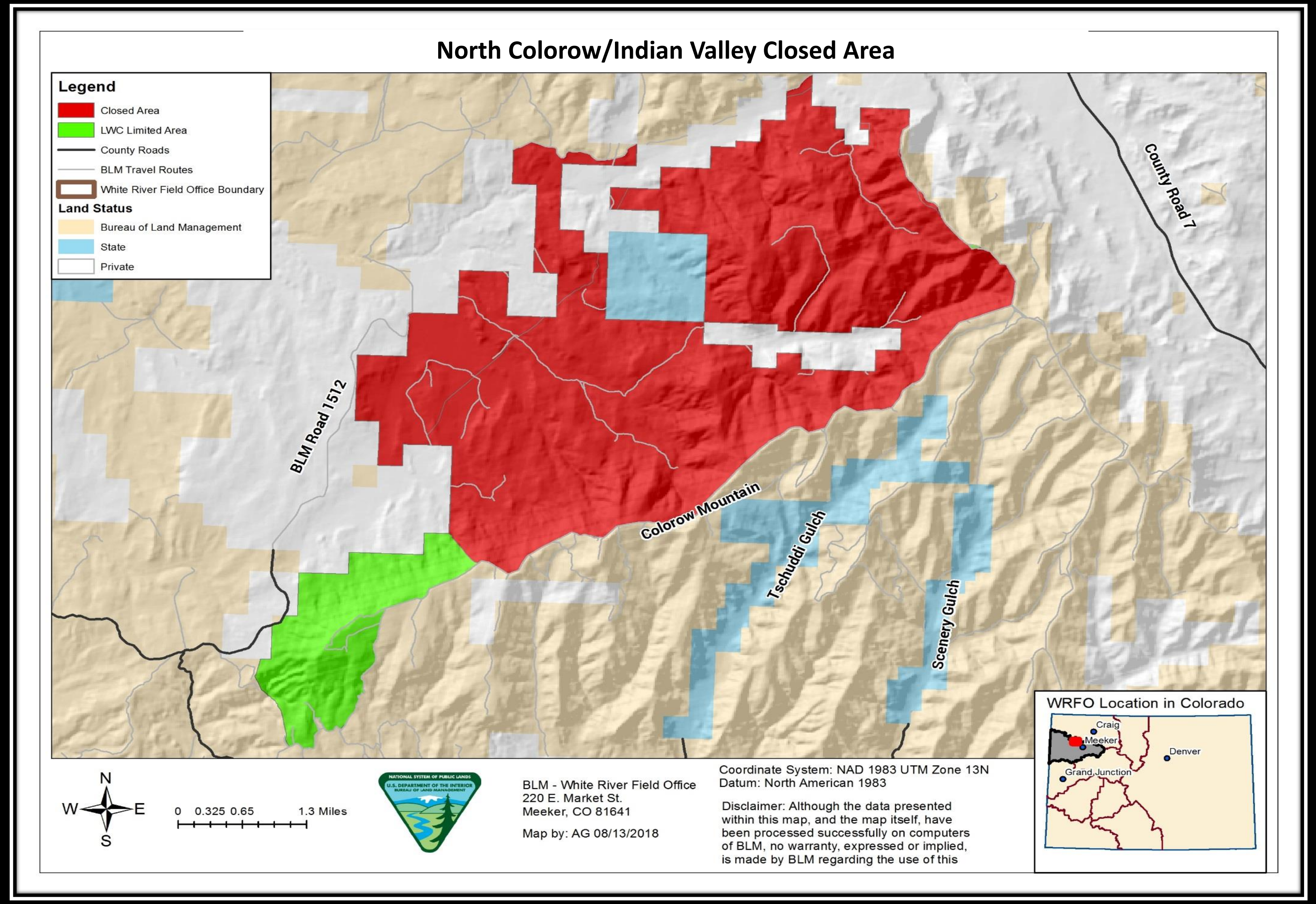
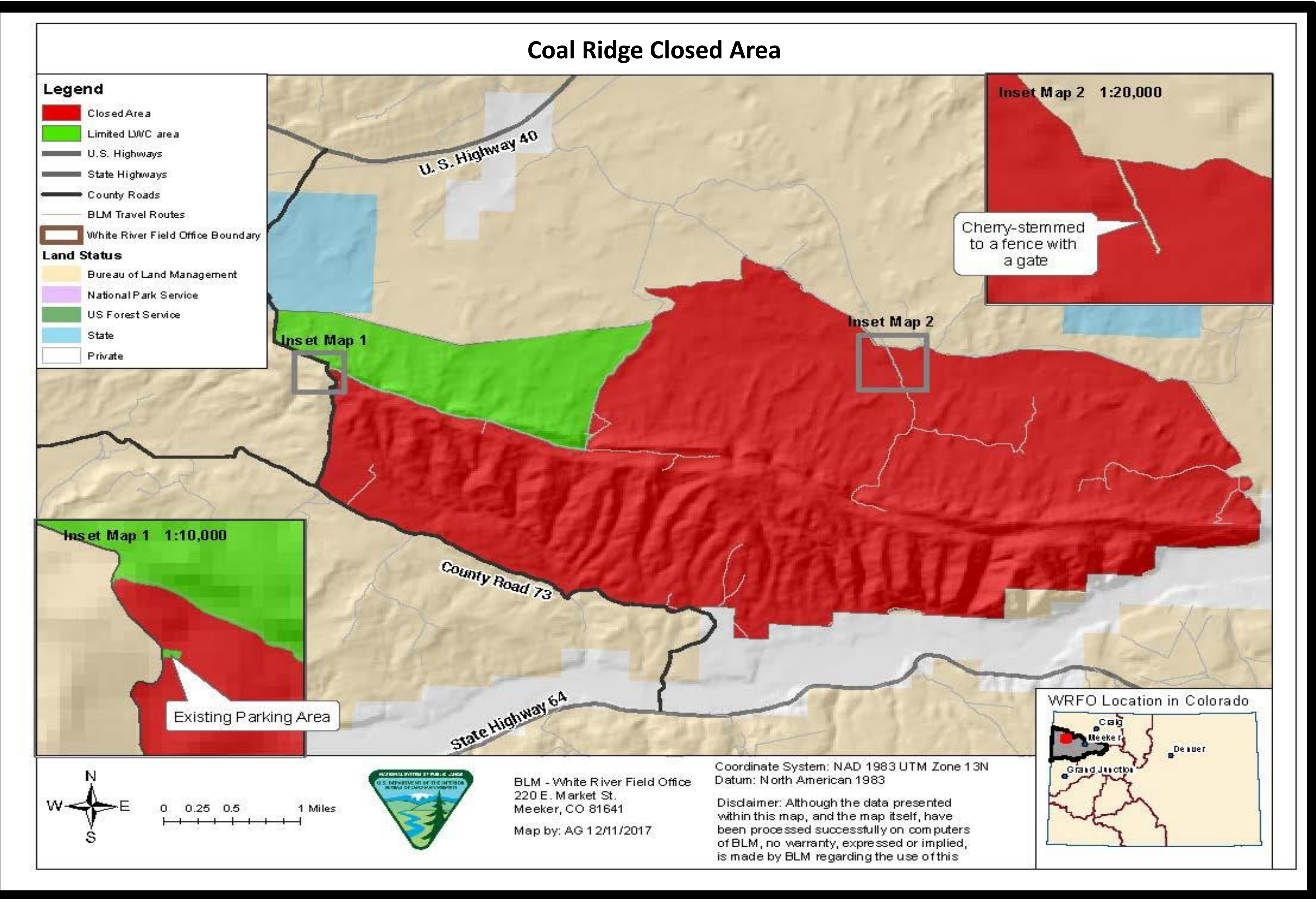
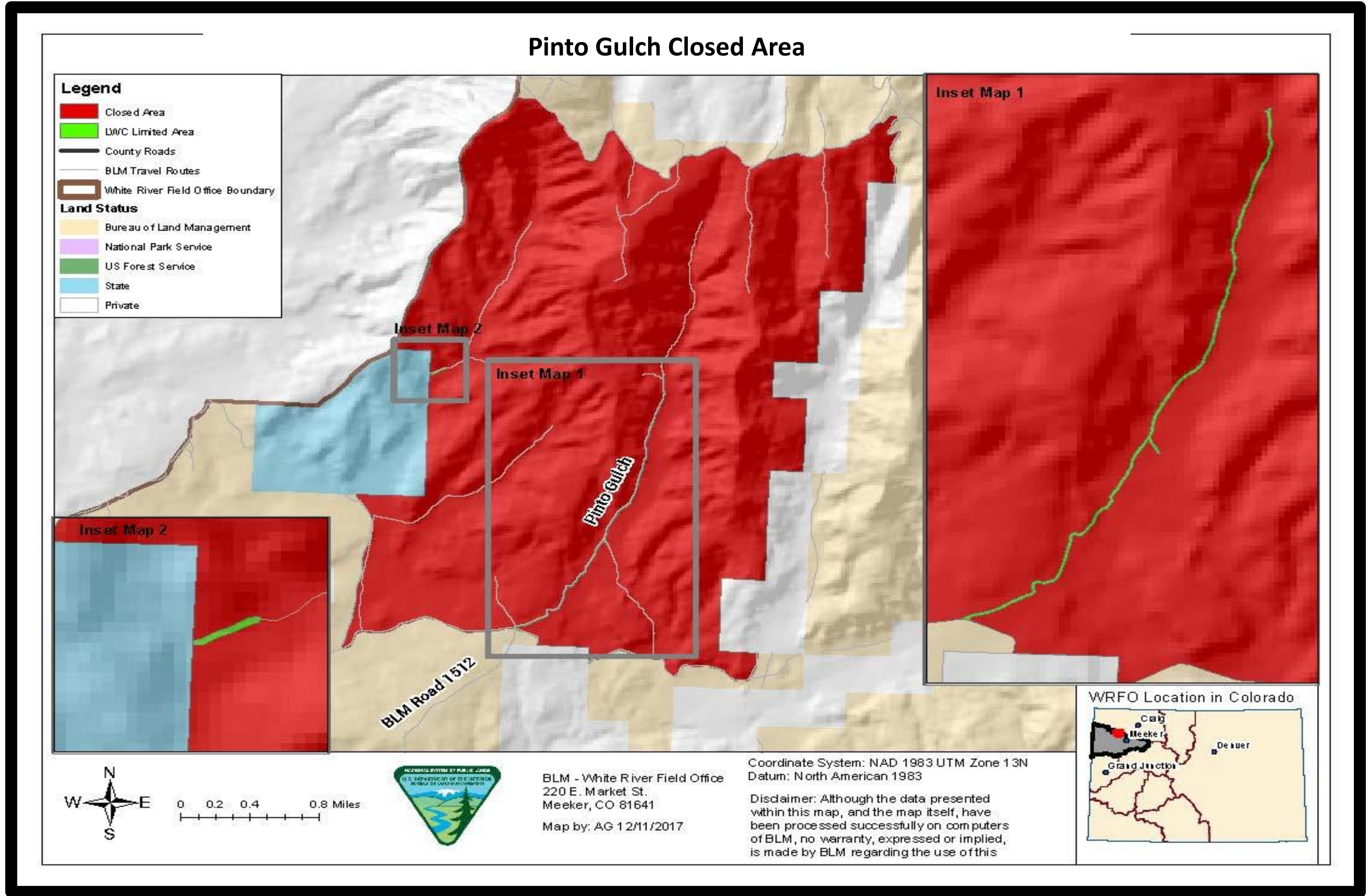
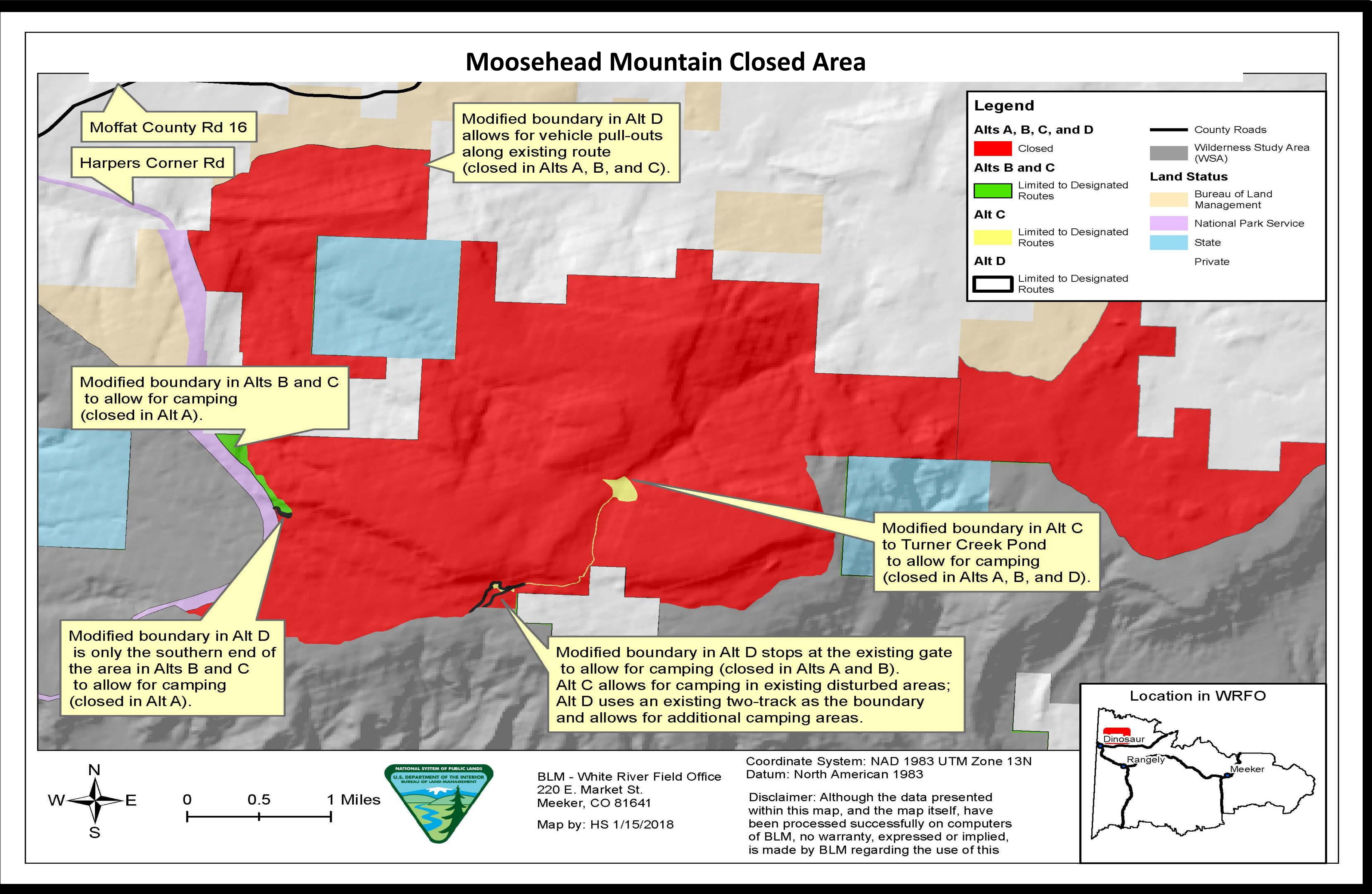


# Closed Areas-Alternative D



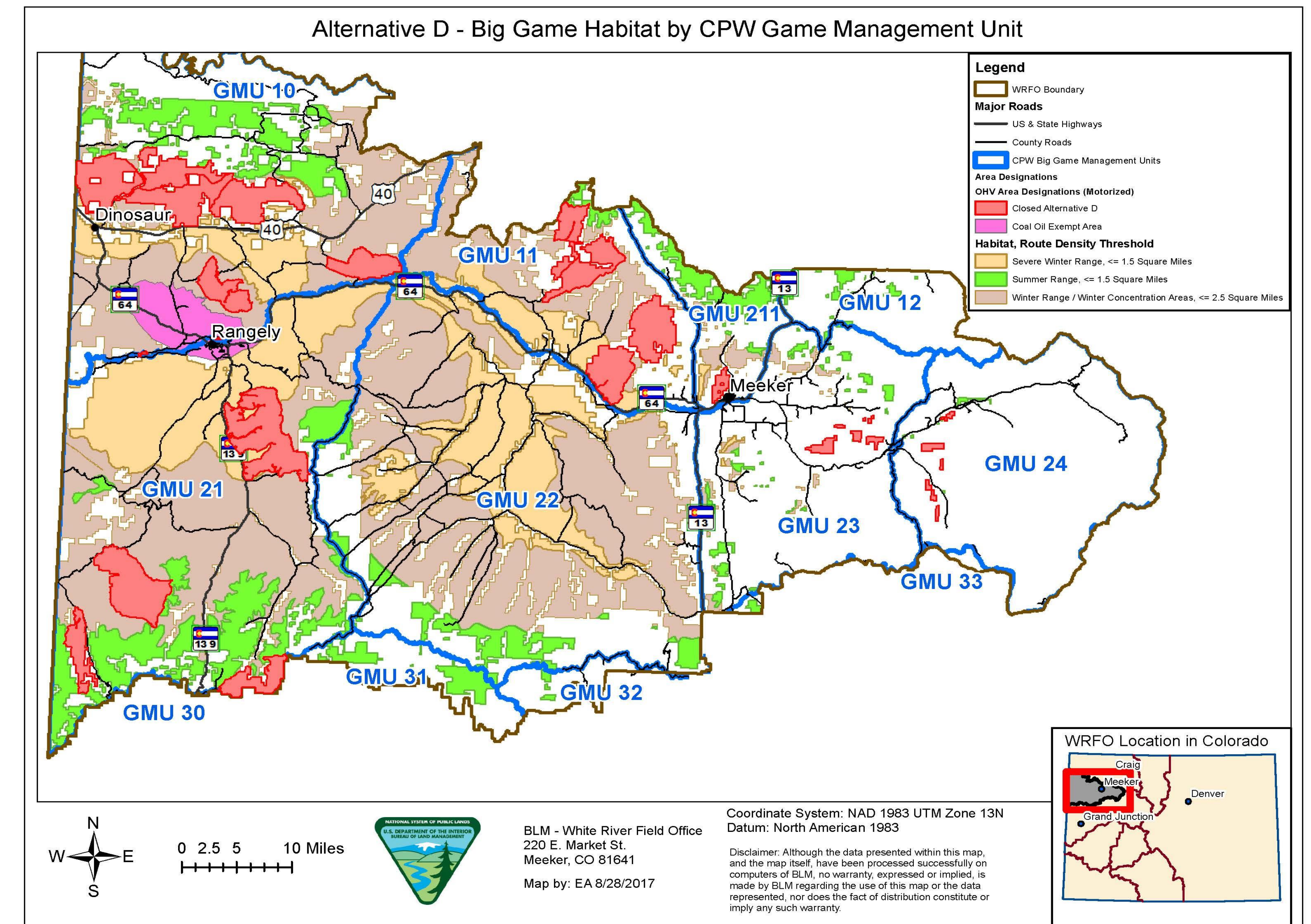
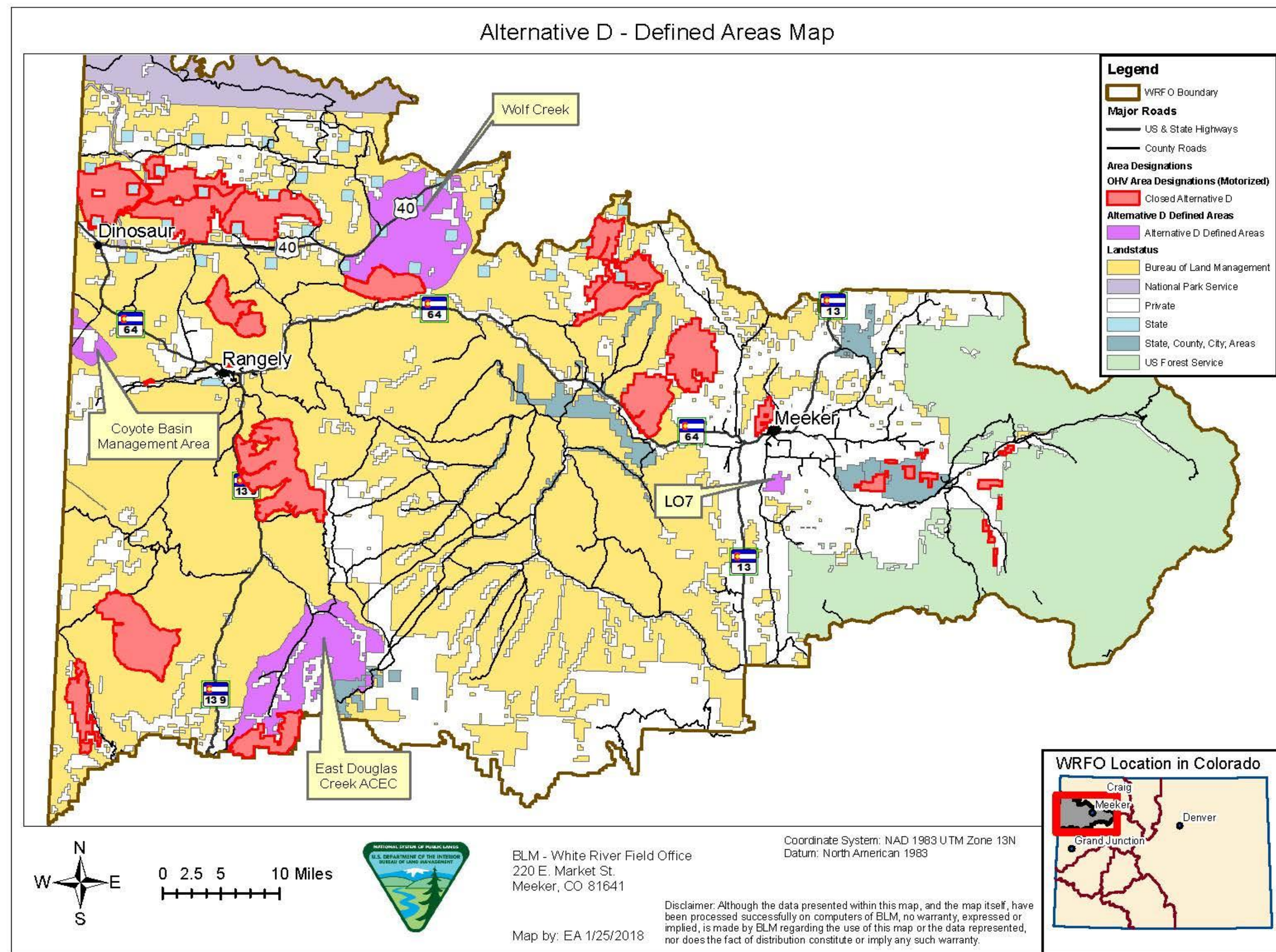


# Closed Areas- Alternative D





# Alternative D (Preferred) Route Density



Within a GMU (or defined area identified below), manage for overall route densities for motorized and mechanized vehicles so as to make progress towards achieving:

➤ 1.5 mi/mi<sup>2</sup>:

- LO7 Hill
- East Douglas ACEC
- Wolf Creek and Coyote Basin Ferret Management Areas
- Big game severe winter range and summer range

➤ 2.5 mi/mi<sup>2</sup>:

- Big game winter concentration areas and general winter range.

Route densities will be considered along with other resource values and uses, including public and administrative access needs, when making travel route management decisions and are not intended to be the only consideration for travel route management decisions. Route density is an analysis tool and not an allocation decision. It is recognized that as route density targets are exceeded, increasingly severe negative impacts to wildlife populations are expected. It is imperative to recognize that this process would require a phased approach, over time, to make progress towards achieving effective road density values in those areas that exceed identified route densities.